Tacoma Dome Link Extension

Elected Leadership Group #8

May 31, 2019

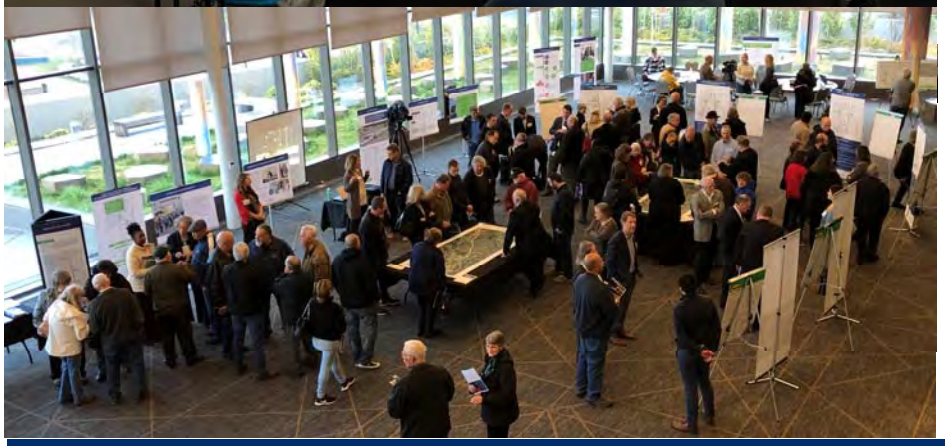
SOUNDTRANSIT

Agenda

- Operations and Maintenance Facility South update
- What we heard during TDLE scoping
- ELG perspectives on preferred alternative
- Next steps

OMF South Update

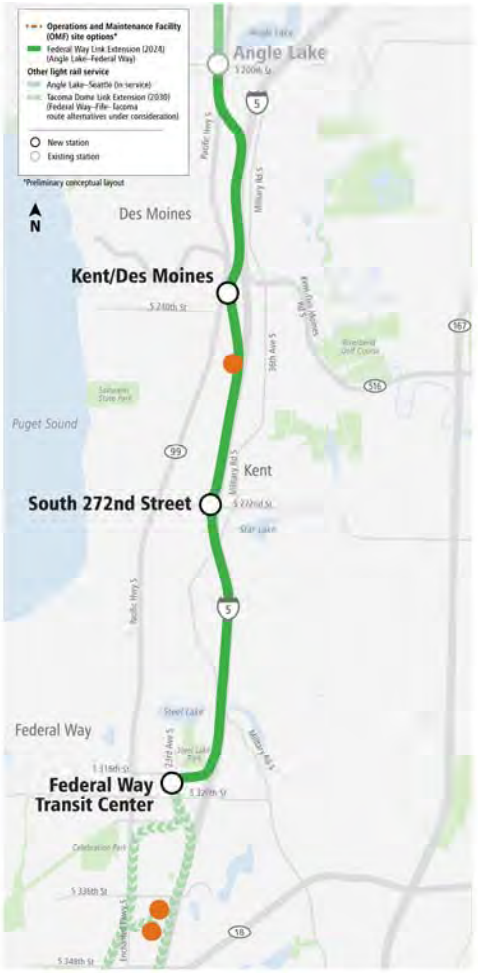
Operations and Maintenance Facility (OMF) overview
Establishing a safe, clean and comfortable ride for passengers
EXIT



OMF South scoping

Scoping summary report now available

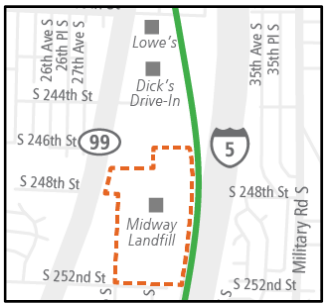
- Over **5,800** engagements since February
- **370+** people attended two public meetings
- **3,470+** visited online open house
- **1,400+** total comments received via meetings, phone, email, online
- **2,000** pre-scoping period comments
- **8** briefings



OMF South Sound Transit Board action

Three sites for study in the Draft Environmental Impact Statement:

Midway Landfill and I-5



S 336th St and I-5

S 344th St and I-5

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OMF South Environmental Review Timeline*

May 2019
ST Board identifies sites to study in the Draft EIS

Fall 2020
Draft EIS issued; public, tribal, agency comments

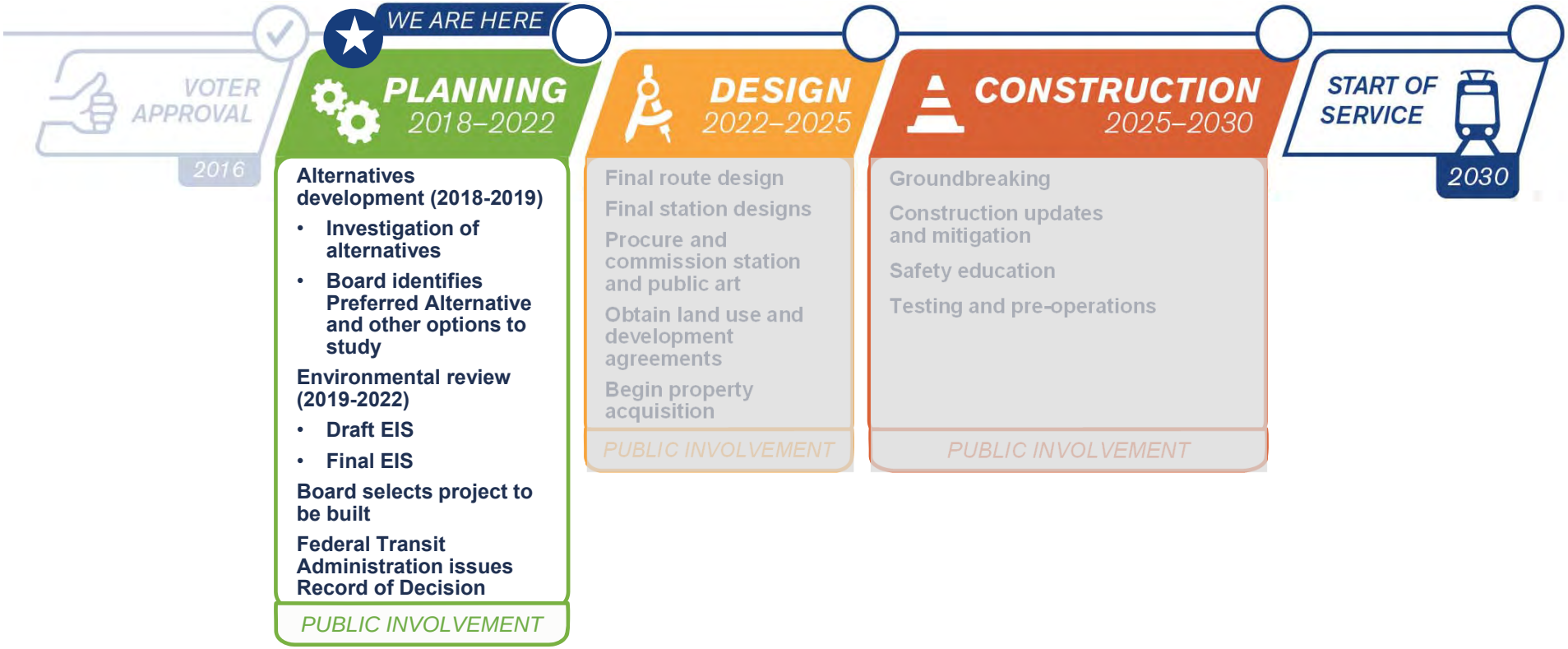
Late 2020
ST Board identifies preferred site

Mid/late 2021
Final EIS issued; ST Board selects project to be built

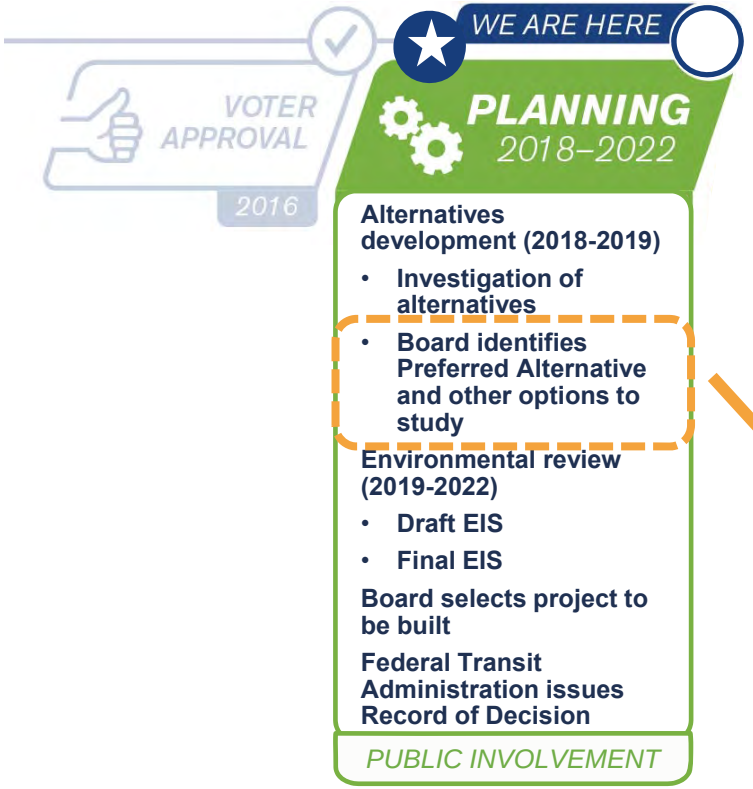
**dates are subject to change*

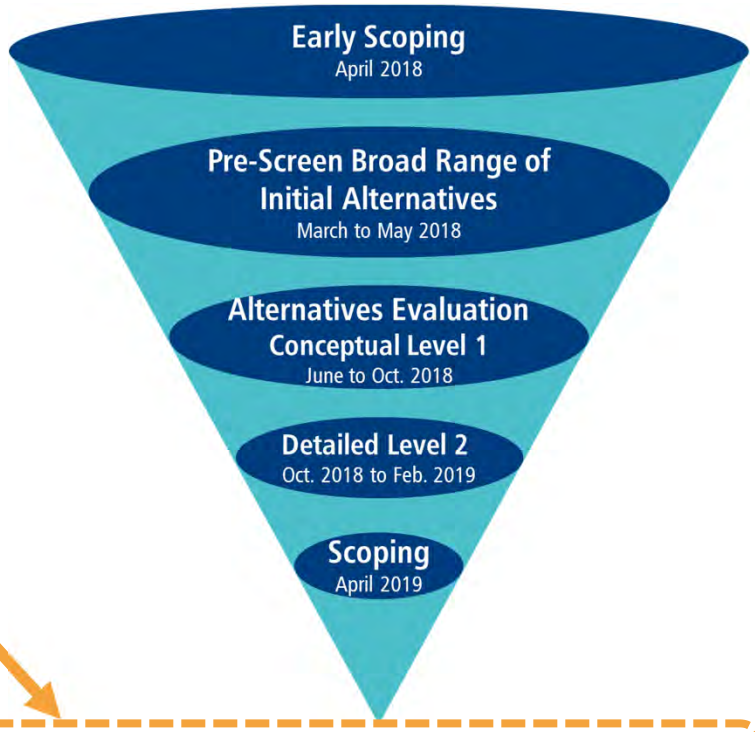
What we heard during TDLE scoping

Project timeline



Alternatives development process





Preferred Alternative and other EIS alternatives
Spring/ Summer 2019

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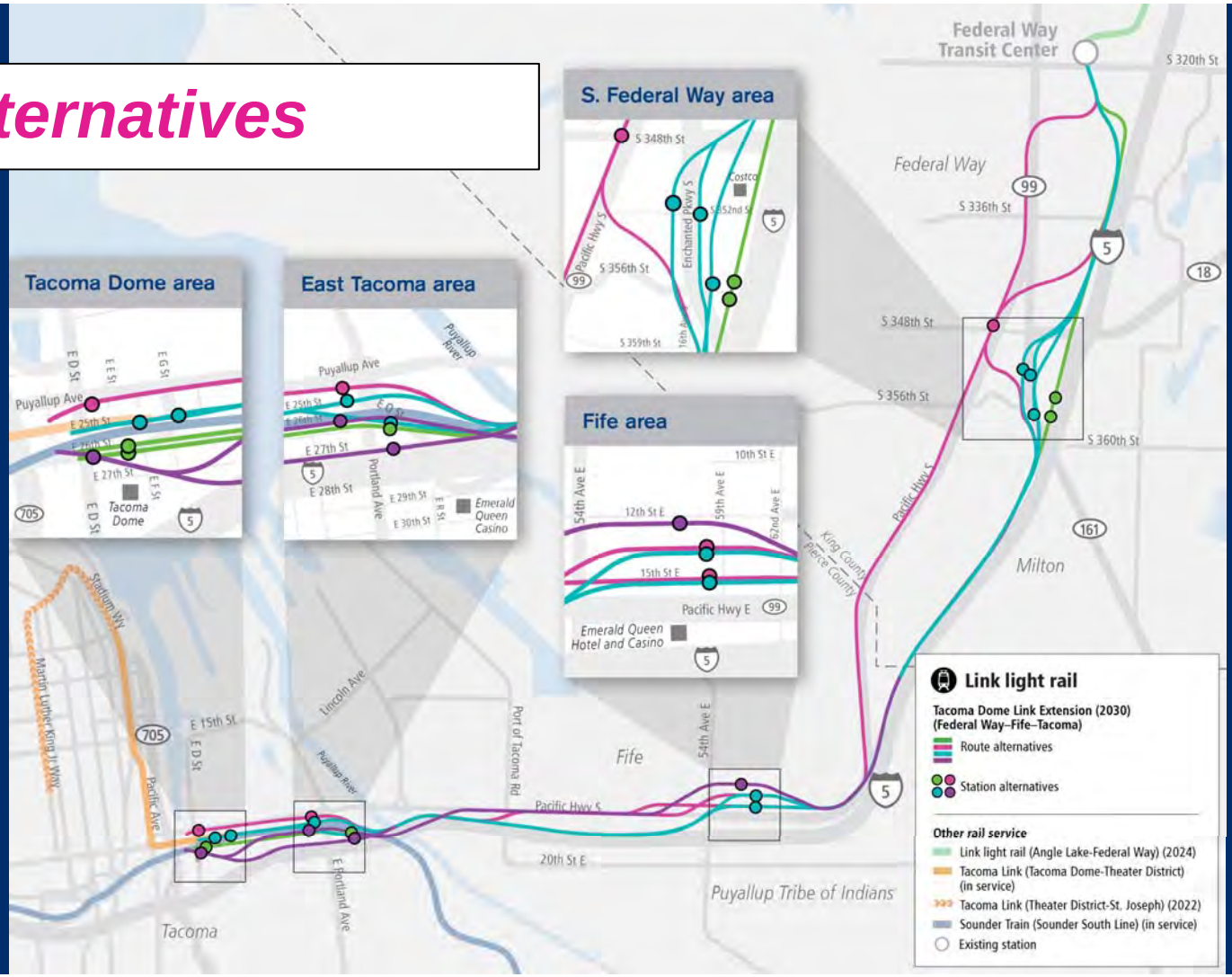
Level 2 alternatives



Initial grouping of alternatives based on latest technical analysis

All Alternatives

Notable advantages & disadvantages

Alternatives	Technical Analysis	Public Feedback	SG Feedback	ELG Recommendation
Alternatives with MORE POTENTIAL				
TD 2 25th Street West	**Notable Advantages:** • Key takeaway **Notable Disadvantages:** • Key takeaway	Scoping period	SG meeting: May 29, 2019	ELG meetings: May 31, June 14
TD 3 25th Street East	**Notable Advantages:** • Key takeaway **Notable Disadvantages:** • Key takeaway			
Alternatives with GREATER CHALLENGES				
TD 1 Puyallup Avenue	**Notable Advantages:** • Key takeaway **Notable Disadvantages:** • Key takeaway			
TD 4 East off-street E 26th Street	**Notable Advantages:** • Key takeaway **Notable Disadvantages:** • Key takeaway			

- Technical analysis first step in evaluation
- Also include summary of scoping feedback, Stakeholder Group feedback, & Elected Leadership Group recommendation
- Results provided to FTA and ST Board

Over 4,000 engagements during scoping

More than 67,000 mailers sent to homes, apartments and businesses along the project corridor

Over 3,100 users participated in an online open house from April 1 – May 1

Three project email updates sent to more than **6,200** recipients on South Sound email lists

4 project briefings

More than 200 people attended three open house meetings in Federal Way, Fife, and Tacoma
One listening Session in East Tacoma

Field visits to **120+ properties**

140+ engagements, retweets, and likes observed on Sound Transit's Twitter posts

34,500+ reached on Sound Transit's Facebook posts

Scoping communications

- **16** communications from the Puyallup Tribe of Indians, cities, or other agencies
- **289** communications from the general public
  - Over 40 communications from businesses
  - Approximately 15 communications from community groups
- **305** total narrative communications
- **519** online survey participants

305 total narrative communications and **519** online survey participants. Over **540** scoping comments.

Tribe, city, and agency comments

Tribes

- Puyallup Tribe of Indians

Federal agencies

- U.S. Environmental Protection Agency

State agencies

- Department of Archaeology and Historic Preservation
- Department of Ecology
- Department of Natural Resources
- Department of Transportation

Regional and local agencies

- Port of Tacoma and Northwest Seaport Alliance
- Puget Sound Regional Council
- King County Metro
- Pierce Transit
- City of Federal Way, Public Works and Community Development Directors
- City of Fife, Mayor
- City of Fife, Public Works and Community Development Directors
- City of Tacoma, City Manager

Other groups that provided comments

- Dome Business District
- Downtown On the Go
- Foss Waterway Development Authority
- Futurewise
- Historic Tacoma
- New Tacoma Neighborhood Council
- Puyallup Watershed Initiative, Active Transportation Community of Interest
- Transportation Choices Coalition

General public comment topics

- Alternative preference
- Multimodal connections
- Transportation and parking
- Transit-oriented development (TOD)
- Economic impacts and property acquisitions
- Other alternative suggestions
- Future extensions
- Environmental justice populations
- General environmental concerns
  (critical areas, streams/wetlands, fish, construction impacts, noise, parks, utilities)
- General project comments
  (design, budget, community outreach, purpose and need, screening)

General public comment themes

Alternative preference

- Expressed preference, support or opposition to a specific alignment or station alternative.

Multimodal connections

- Desire for excellent multimodal connections and transfer opportunities at station locations.
- Highlighting ADA access and universal design considerations.
- Importance of pedestrian station access.

Transit-oriented development

- Transit-oriented development or redevelopment opportunities.

Transportation and parking

- Traffic concerns.
- Impacts on freight transportation in Fife and Tacoma.
- Parking concerns, parking garage capacity demands.

Economic impacts and property acquisitions

- Property acquisition concerns, associated effects on businesses and residences and local economy.

General public comment themes

Other alternative suggestions

- New alternatives and station configurations.
- Below-grade Tacoma Dome alignment and station alternative.
- Potential alignment and station over existing Sounder ROW.

Future extensions

- Highlighted specific extensions beyond Tacoma Dome station.

General environmental concerns

- Environmentally critical areas (Hylebos Creek and wetlands, Puyallup River, and tide flats).

Environmental justice populations

- Concern about potential project impacts to and benefits for Environmental Justice populations.
- Minimize residential and minority-owned business displacement, impacts to the Puyallup Tribe of Indians, and ensure community representation on the project outreach team.

General project comments

- Potential I-5 pedestrian overcrossings and site-specific design modifications.
- Thoughts about the project's screening process and EIS recommendations.

Stakeholder Group organizations roster

At May meeting

Economic Development Board for Tacoma-Pierce County

Dome Business District Association

Downtown On the Go

Federal Way Planning Commission

Fife Community Representative

Fife Milton Edgewood Chamber of Commerce

Greater Federal Way Chamber of Commerce

Jet Chevrolet

Marine View Ventures, Puyallup Tribe of Indians

Milton Planning Commission

Pierce Transit Community Transportation Advisory Group

Salishan Association

Tacoma Planning Commission

Other members

East Tacoma Neighborhood Council

Center for Independence

East Tacoma Community Representative

Emerald Queen Casino

Fife Planning Commission

Pierce County Building & Construction Trades Council

Save Weyerhaeuser Campus

Seattle Children's Hospital

Tacoma Housing Authority, Tacoma Community Representative

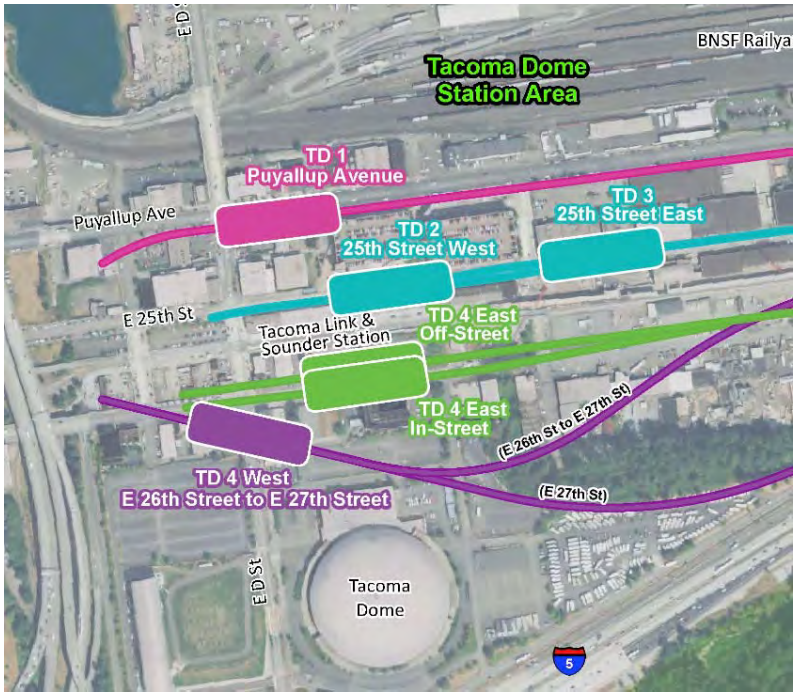
Tacoma Urban League

Tacoma Transportation Commission

Targa Real Estate Services

U.S. Oil & Refining Co.

Tacoma Dome: Scoping comments



Common themes include:

- Alternative preference - TD 2 received the highest number of mentions and highest interest in online survey.
- Multimodal connections - proximity and importance of integrating connections to existing transit services in the station area.
- Interest in TOD opportunities.
- Interest in a below-grade alternative.
- Concern about property acquisition.

Tacoma Dome: Comments from Tribes, Agencies, Jurisdictions, commissions and groups

Puyallup Tribe of Indians

- Supports stations TD 2 and TD 3.
- Opposes TD 1, TD 4 West, TD 4 East Off-Street.
- TD 4 East In-Street warrants further study.
- Deeply concerned that an underground alignment and station would expose the project to potential catastrophic risks due to cultural resources and potential human remains that could be immitigable and prevent completion of the project.

Washington State Department of Transportation

- All alternatives are outside WSDOT ROW.
- Alternative TD 2 has the best multimodal access and transit connections.

Pierce Transit

- Preference for TD 2.

Dome Business District

- Inclusion of an underground Tacoma Dome station option in the EIS, and “over Sounder tracks” alternative.

City of Tacoma, City Manager

- City Council will be providing direct input on preferred station locations and design alternatives.
- City stated a set of core values defined for TDLE to maximize potential to connect Tacoma regionally and meet goals local to the city.
- Encouraged consideration of cut-and-cover or “over Sounder” alternatives.
- Additional comments about future extension to Tacoma Mall.

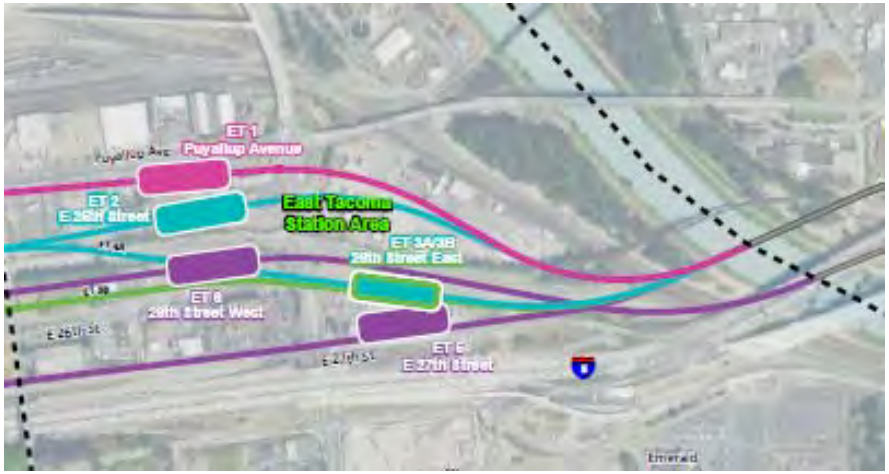
City of Tacoma, Sustainability, Transportation and Planning Commissions

- Move forward with TD 2 as top priority, TD 3 as secondary priority (Transportation Commission).
- Encouraged study of TD 2 and TD 4 East In-Street (Sustainable Tacoma and Planning Commissions).
- Inclusion of an underground Tacoma Dome station option in the EIS (Planning Commission).

Tacoma Dome: Stakeholder Group feedback

Recommended for continued study in EIS	Not recommended for continued study in EIS
TD 2 25th Street West	TD 1 Puyallup Avenue
TD 3 25th Street East	TD 4 E Off-Street E 26th Street
TD 4 E In-Street E 26th Street	TD 4 WEST E 26th Street to E 27th Street
	TD 4 WEST E 27th Street
Consider below grade options. TD 2, TD 3, TD 4 E In-street alternatives identified as preferred opportunities for below-grade stations/routes	
Consider alignment over existing Sounder ROW	

East Tacoma: Scoping comments



Common themes include:

- Alternative preference - ET 3A received the highest number of mentions. Of the comments stating an opinion, ET 3A and 3B received the most support.
- Highest interest in ET 3 via online survey.
- Multimodal considerations including the need to improve non-motorized connections and transit access to the station area.
- Concern about a lack of parking.

East Tacoma: Tribe, Agency, Jurisdiction comments

Puyallup Tribe of Indians

- Supports stations ET 3A and ET 3B and continued study of ET 6 in the EIS.
- ET 1, ET 2, and ET 5 are less favorable because of ridership concerns and impacts to trust lands.
- Future considerations for parking.
- The Tribe is supportive of exploring with multiple options for spanning the Puyallup River, including clear span.

Department of Archaeological and Historic Preservation

- No major issues, but Hylebos Creek and Puyallup River crossing are high probability areas for archaeological resources.

Washington State Department of Transportation (WSDOT)

- Stations closer to I-5 have shorter distances to destinations/neighborhoods south of the freeway.
- Must address pedestrian access.

Pierce Transit

- Preference for ET 3A/3B.

Port of Tacoma/Northwest Seaport Alliance (NWSA)

- Impacts to existing and future freight rail infrastructure for the Puyallup River crossing.
- Freight mobility along the Portland Ave. corridor and potential for development pressures not compatible with heavy industrial land uses and existing zoning.

City of Tacoma, City Manager

- City Council will be providing direct input on preferred station locations and design alternatives.
- City stated a set of core values defined for TDLE to maximize potential to connect Tacoma regionally and meet goals local to the city.
- Emphasis on equitable access and safety to this station area.

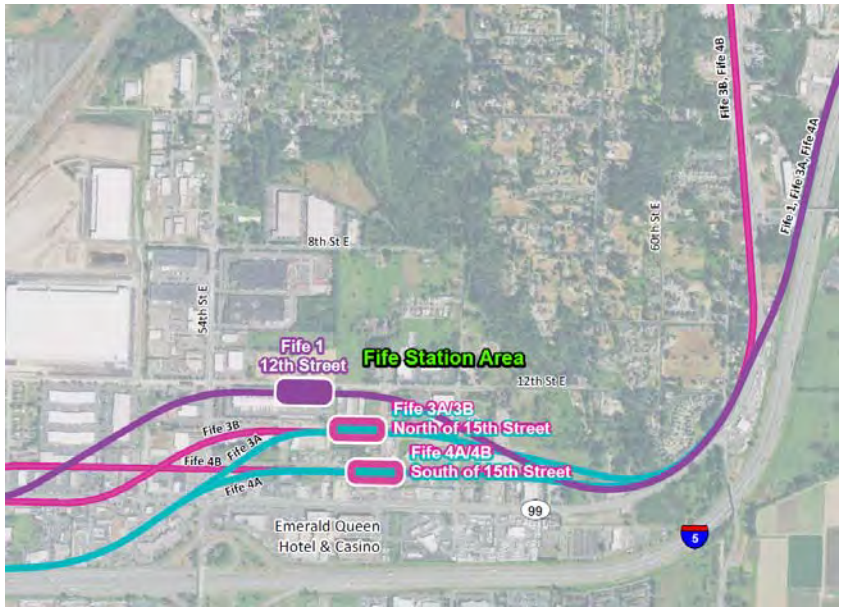
City of Tacoma, Sustainability, Transportation and Planning Commissions

- Expressed preference for alternatives ET 3A and ET 3B, with emphasis on station accessibility (Planning Commission).
- Expressed preference for either ET 3A and ET 3B (Transportation Commission).
- Encouraged further study of ET 3A and ET 3B (Stainable Tacoma Commission).

East Tacoma: Stakeholder Group feedback

Recommended for continued study in EIS	Not recommended for continued study in EIS
ET 3A E 26th street to E 25th Street	ET 1 Puyallup Avenue
ET 3B 26th Street East	ET 2 E 25th Street
	ET 5 E 27th Street
	ET 6 26th Street West

Fife: Scoping comments



Common themes include:

- Alternative preference - Fife 3A I-5 received the highest number of comments in support and Fife 1 received the most comments in opposition.
- Highest interest in Fife 3 via online survey.
- Concern about property acquisition.
- Concern about economic impacts and business displacements.
- Concern about parking, traffic congestion, and delays to freight.

Fife: Tribe, Agency, Jurisdiction and community organization comments

Puyallup Tribe of Indians

- Supports alternatives Fife 3A/3B.
- Opposes alignments north of SR 99 between 46th Ave E and Alexander Ave.
- Recommends continued study for alignments south of SR 99 and north of I-5 right-of-way.

Washington State Department of Transportation (WSDOT)

- All stations support City of Fife's proposed redevelopment.
- Must ensure pedestrian access.
- No available I-5 or SR 99 ROW west of station.

Port of Tacoma/Northwest Seaport Alliance (NWSA)

- EIS should evaluate traffic congestion, impacts to freight mobility, and access to the tide flats.

Pierce Transit

- Preference for Fife 4A/4B closer to the bus station on SR 99.

City of Fife Offices of the Mayor and City Council

- Strongly favors Fife 3B station and Pacific Highway alignment.
- Requested detailed financial analysis of property impacts between 54th Ave E and Port of Tacoma Rd.

City of Fife Directors of Public Works and Community Development

- Prefer Fife 3B station because of plan consistency.
- Station design modifications and parking demand analysis.
- Prefer Pacific Highway alignment, however require more information property impacts.
- Requested additional archaeological, viewshed, critical areas, and property impact analyses along alignments.

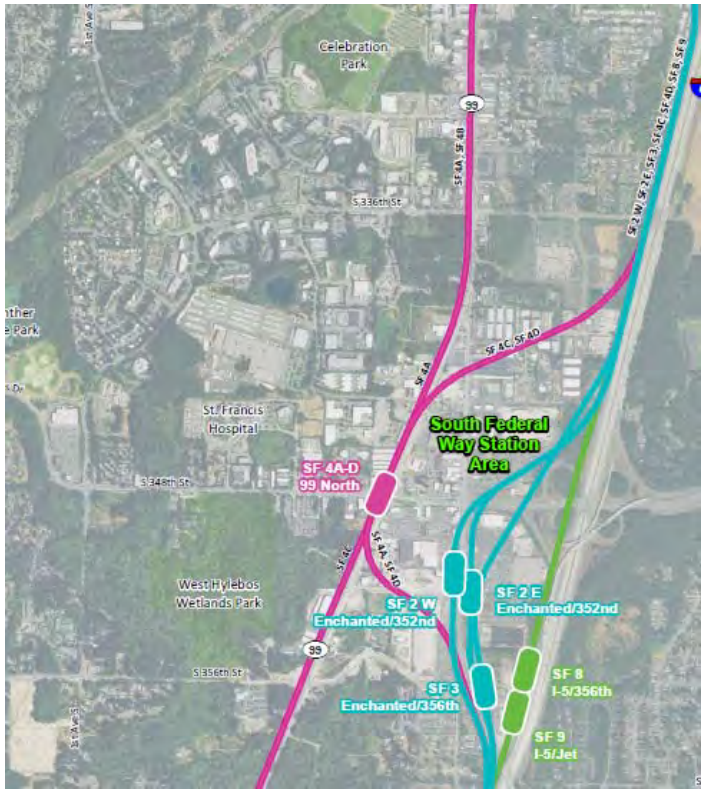
Archdiocese of Seattle and St. Paul Chong Hasang Parish

- Nearly 500 signatures opposing all Fife alternatives.

Fife: Stakeholder Group feedback

Recommended for continued study in EIS	Not recommended for continued study in EIS
Fife 3A North of 15th Street (I-5 Alignment) - Preferred	Fife 1 12th Street
Fife 3B North of 15th Street (SR 99 alignment) – 2nd choice	Fife 4A South of 15th Street (I-5 route alignment)
	Fife 4B South of 15th Street (SR 99 alignment)
Milton Route – I-5 alignment	Milton Route – SR 99 alignment

South Federal Way: Scoping comments



Common themes include:

- Alternative preference - SF 3, SF 4B, and SF 4C received the highest number of mentions. Comments on alternative preference were split across all alternatives mentioned with very little differentiation.
- Highest interest in SF 4 and SF 2 West in online survey.
- Concern about property acquisitions.
- Concern about traffic and congestion.
- Interest in TOD opportunities.

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South Federal Way: Tribe, Agency, Jurisdiction comments

Puyallup Tribe of Indians

- The SR 99 alignment would have impacts to tribal trust properties.
- Prefers the I-5 alignment, with avoidance of potential cultural resources at St. George property.

Department of Archaeological and Historic Preservation

- Potential historical resources along Old Pacific Highway/Pacific Highway East not identified in State database.

Washington State Department of Transportation (WSDOT)

- SF 8 and SF 9 have lower property impacts.
- SF 2 West, SF 4C, and SF 4D have greater TOD potential and multimodal access.

Pierce Transit

- Preference for SF 4A-D for South Federal Way.

King County Metro Transit

- Prefers South Federal Way alternative SF 4 because of proximity to underutilized Park & Ride, reliable connections to transit, and greater opportunity for mixed-use development and transit partnerships.

City of Federal Way Directors of Public Works and Community Development

- Provided comments specific to each alternative:
  - SF 2 West would have fewer impacts/more benefits when compared to SF 2 East.
  - SF 3 similar to SF 8 and SF 9, but would be more costly and have more business impacts.
  - The SF 4 options would have significant impacts along SR 99 north and south of the station.
  - SF 8 and SF 9 would have lower TOD potential and could impact Triangle project improvements.

South Federal Way: Stakeholder Group feedback

Recommended for continued study in EIS		Not recommended for continued study in EIS	
SF 2 West	Enchanted/352nd	SF 8/9	I-5/356th and I-5/Jet
SF 4C	SR 99 North (I-5 to SR 99 route alignment)	SF 2 East	Enchanted / 356th
SF 4D	SR 99 North (I-5 to SR 99 to I-5 route alignment)	SF 4A	SR 99 North (SR 99 to I-5 route alignment)
		SF 4B	SR 99 North (SR 99 route alignment)

Other feedback: Consider how potential OMF South sites will impact route alternatives

Other Comments

U.S. Environmental Protection Agency

- Identified subject areas for investigation of potentially significant adverse impacts in the EIS.
- Recommended detailed aquatic resource and air quality analyses to avoid, minimize, and mitigate impacts.
- The EPA encourages selection of alternatives that protect, restore, and enhance the environment and made several recommendations for route selection and project design.
- Recommended conducting community impact assessments and outreach to vulnerable populations and Tribes.
- Suggested evaluation of cumulative and indirect impacts and project resilience in NEPA analysis.

Washington State Department of Natural Resources

- Project does not impact aquatic lands owned by the State of Washington.

Puget Sound Regional Council (PSRC)

- Continued analysis of displacement risk and TOD expansion in EIS.

Purpose & Need comments

U.S. Environmental Protection Agency

- EPA recommends that the EIS include a reasonable range of alternatives that meet the stated Purpose and Need.

Washington State Department of Transportation (WSDOT)

- Fully supports the Purpose and Need statement.

Port of Tacoma/Northwest Seaport Alliance (NWSA)

- Suggested revising draft Purpose and Need statement to protect manufacturing and freight infrastructure in support of economic and social justice goals.

Puget Sound Regional Council (PSRC)

- Commented that the 2018 Regional Transportation Plan should be mentioned in conjunction with VISION 2040, which is referenced in the Purpose and Need Statement in two places.

Transportation Choices Coalition

- Suggesting incorporating health and safety.

General Public

- About 10 comments referenced the Purpose and Need. Mentioned it should provide greater clarity in terms of sustainability, environmental justice, and economic impacts.

ELG perspectives on preferred alternative

Next steps

*TDLE next steps**

Public participation throughout

2019

Spring 2019
EIS scoping / public comment period

June 14, 2019
ELG makes recommendation to the ST Board

July 2019
ST Board & FTA expected to identify alternatives to study in EIS

2020 / 2021

Spring 2021
Draft EIS issued; public comment period

2022

Spring/Summer 2022
Final EIS issued

Summer 2022
ST Board selects project to be built

FTA issues record of decision (ROD)

**dates are subject to change*

Thank you.

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